

RAILROADS WILL REVERT TO OWNERS, CONFIDENT BELIEF

Stockholders, Travelers and Shippers Demand Return of Properties.

ACTION MAY COME SOON

As Result of Efforts Now Being Made to Affect a Revision to the Free-Trade Status, Ownership Bills to be Introduced in the Present Congress.

Upon the authority of persons high in the councils of the governing powers at Washington, F. A. Layman, railroad editor of the Pittsburgh Dispatch declares that the railroads, commandeered by the government last winter as an exigency of the war, and now operated by it, are certain to revert to their owners much sooner than was anticipated originally, and events of the past few days appear to assure that consummation at a comparatively early day, certainly before the end of 1919.

The powerful organization of railroad security owners, formed, by the way, long before the seizure of the roads, already has arranged to invoke the assistance of the courts in an endeavor to regain possession of its various properties, while the equally influential National Industrial Traffic League, whose membership comprises the traffic departments of a majority of the principal industrial concerns of the country, has placed itself on record as demanding the return of the carriers to their former control, its action being especially significant in view of its erstwhile antagonism to them.

In a word, the public, which under the present management is required to pay 33 per cent more to travel than it did prior to the era of government operation of the railroads, while not afforded nearly the accommodations formerly enjoyed, as well as the shippers who now are being mulcted from 40 to 60 per cent more for the transportation of their products without a quid pro quo, have joined in the effort to effect a revision of railway conditions to the pre-war status.

Per contra, the railroad administration, taking cognizance of the growing dissatisfaction of the public with its methods, already has begun to make concessions, the first of which became effective Sunday in form of a waiver of further imposition of the premium of half a cent per mile on Pullman privileges and the transportation rate, accordingly, will be the same for all travelers, whether journeying by coach, chair car or sleeper, and this notwithstanding an estimated loss of revenue approximating \$50,000,000 per year in consequence, which will swell by that much the deficit of nearly \$1,000,000,000 that will have accrued by December 31 as the result of government operation, according to the estimates of the authorities at Washington.

Moreover the deficit must be made good by the Federal Treasury and in the final analysis paid by the public in the form of taxes in addition to the greatly increased imposts for travel and freight transportation charges already referred to. Hence the insistence in so many influential quarters upon the return of the railroads to their owners for operation and a reversion to the conditions formerly obtaining.

Proponents of government ownership, however, are planning to make a hard fight to have the administration continue in control of the carriers for the full term of the 21 months after the declaration of peace, and Pittsburgh railroad men who have just returned from the National Capital are authority for the statement that at least two measures having for their purpose that end have been drafted and will be introduced in Congress shortly, one by Senator Cummings of Iowa and the other by Senator Norris of Nebraska, both avowed advocates of government ownership of all public utilities.

By the terms of the first-mentioned, should it be enacted into law, the government would require the government to purchase all the railroads in the country of railroads to be fixed by the Interstate Commerce Commission, most of which would be leased subsequently to operating companies financed by private capital, the remainder being retained and operated directly by itself.

Senator Norris' bill, on the contrary, proposes the organization of a corporation to be financed by the Federal Treasury and which not only shall acquire them through the agency of a board of five members to be appointed by the President, confirmed by the Senate and hold office during good behavior. The Norris measure, furthermore, provides that a considerable amount of the stock of the proposed corporation should be offered to the public for subscription, a further amount to be offered to employees of the roads themselves upon favorable terms and the author describes it as "public" ownership, as differentiated from "government" ownership as contemplated by the Cummings bill.

TITLE IN DISPUTE.

Springfield Township Residents in Litigation Over Land.

Title of sixty-six acres of coal in Springfield township is at issue in the equity proceeding, instituted by Lizzie D. Sparks against J. W. Barger, Nell Barger and G. H. Barger, hearing in which was held yesterday afternoon before Judge E. H. Reppert. The contention of the plaintiff is that Barger recorded a deed conveying the property to him before the transaction was completed.

Barger claims that he offered part payment of the purchase price with a mortgage covering the balance which the plaintiff refused to accept.

PARTIAL MERGER OF RAILROADS

Continued from Page One.
adequate, and efficient transportation at the lowest cost consistent with that service. To this end there should be provision for (1) the prompt merger without friction of all the carriers' lines, facilities, and organizations into a continental and unified system in time of stress or emergency; (2) merger within proper limits of the carriers' lines and facilities in such part and to such extent as may be necessary in the general public interest to meet the reasonable demands of our domestic and foreign commerce; (3) limitation of railway construction to the necessities and convenience of the government and of the public, and assuring construction to the point of these limitations; and (4) development and encouragement of inland waterways and coordination of rail and water transportation systems.

"Among the plans which doubtless will be proposed are the following: (1) Continuance of the present plan of federal control; (2) public ownership of carrier property with private operation under regulation; (3) private operation under regulation with governmental guarantees; (4) resumption of private control and management under regulation; and (5) public ownership and operation. Additional plans and modifications or combinations of those enumerated might be listed.

"If the policy of private ownership and operation under regulation is continued, the following subjects will require legislative consideration: (1) Revision of limitations upon united or cooperative activities among common carriers by rail or by water; (2) emancipation of railway operation from financial dictation; (3) regulation of issues of securities; (4) establishment of a relationship between federal and state authority which will eliminate the twilight zone of jurisdiction and under which a harmonious rate structure and adequate service can be secured, state and interstate; (5) restrictions governing the treatment of competitive as compared with non-competitive traffic; (6) the most efficient utilization of equipment and provision for distributing the burden of furnishing equipment on an equitable basis among the respective carriers; (7) a more liberal use of terminal facilities in the interest of free movement of commerce; and (8) limitations within which common carrier facilities and services may be furnished by shippers or receivers of freight."

"Should the policy of public ownership and operation be adopted, there must be considered: (1) The just and fair price at which, and the terms under which, carrier properties are to be acquired; (2) prohibiting the operation of railways as a fiscal contrivance, insuring their administration in the interests of the convenience and commerce of the people, requiring that they shall be self-supporting, and that their rates shall be properly related to the associated cost of service, and retaining and extending the economies and advantages of large scale production in transportation; (3) responsibility and relationship of the railway administration to Congress and other federal authorities and to the states; (4) guarding against the intrusion of party politics into railway management; (5) a status for railway officers and employees under which the railway service will attract and retain the best talent; and (6) maintenance of a tribunal for the determination of controversies which will inevitably arise even under public operation.

"The above outline is a mere enumeration of some important points to be considered. We will at an appropriate time report to Congress such information, suggestions or recommendations as we believe may be of assistance in solving the many and difficult transportation problems."

There is established first, a basic minimum rate of \$70 a month and to this basic minimum, and to all rates of \$70 and above in effect January 1, 1918, prior to the application of general order No. 27, there is added \$25 a month. The only exceptions to this basis are in the cases of men who are paid \$20 a month or less for special service which only takes a portion of their time for outside employment or business, and all agents who receive \$50 a month or less, who receive a straight advance of \$25 a month.

Eight consecutive hours exclusive of the meal hours constitutes a day's work. Overtime for the ninth and tenth hour of continuous service is to be paid pro-rata. All after the tenth hour is to be paid for at the rate of time and one-half. The usual provisions with respect to right of appeal in cases of individual grievances are established.

R. R. WAGE ADVANCE

Is Not Retroactive to January 1 Like the General Advance.

Director General McAdoo has ruled against consideration by the Board of Railroad Wages and Working Conditions of complaints filed by certain classes of railroad employees asking that supplementary wage advances recently granted be made retroactive to January 1, 1918, as was the general wage advance of last May 25. The general wage advance to railroad employees was made retroactive to the first of the year, and Mr. McAdoo declares that following the granting of the general increase it never was his intention to make supplementary advances retroactive for the same period.

THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in. Most Corrected to Saturday, November 30, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mt. Pleasant Coke Co., Greensburg
30	30	Brush Run	Brush Run Coke Company, Mt. Pleasant
150	150	Clara	Clara Coke Co., Greensburg
40	40	Blen No. 1	Whitel Coke Co., Uniontown
50	50	Blen No. 2	Whitel Coke Co., Uniontown
100	100	Edin Grove	W. J. Rainey, New York
110	110	Franklin	Summit-Clyde Coke Co., Connellsville
101	101	Gilmore	Gilmore Coke Co., Uniontown
80	80	Grado	W. J. Rainey, New York
4	4	Helen	Samuel L. Lohr, Youngwood
145	145	Humphrey	Helia Coal & Coke Co., Pittsburg
42	42	Jimtown	Shannon Coal & Coke Co., Uniontown
270	270	Mages	Mages Coke Co., Uniontown
310	310	Mt. Pleasant	W. J. Rainey, New York
22	22	Myers	Brownfield-Clyde Coke Co., Uniontown
23	23	Pauper	Nowcomer Coke Co., Uniontown
110	110	Paul	W. J. Rainey, New York
400	400	Herers	W. J. Rainey, New York
406	406	Shirley	South Fayette & Co. Co., Uniontown
43	43	Thomas	Whitel Coke Co., Uniontown
47	47	West Penn	West Penn Coke Co., Pittsburg

2,670	2,184	FURNACE OVENS	
270	270	Adelaide	H. C. Frick Coke Co., Pittsburg
358	358	Alverton	H. C. Frick Coke Co., Pittsburg
237	237	Bargley	H. C. Frick Coke Co., Pittsburg
300	300	Bitter	H. C. Frick Coke Co., Pittsburg
210	210	Brankerton	H. C. Frick Coke Co., Pittsburg
308	308	Buckeye	H. C. Frick Coke Co., Pittsburg
240	240	Calcutta	H. C. Frick Coke Co., Pittsburg
541	541	Central	H. C. Frick Coke Co., Pittsburg
400	400	Collier	H. C. Frick Coke Co., Pittsburg
400	400	Continental 1	H. C. Frick Coke Co., Pittsburg
325	325	Continental 2	H. C. Frick Coke Co., Pittsburg
500	500	Continental 3	H. C. Frick Coke Co., Pittsburg
170	170	Crossland	H. C. Frick Coke Co., Pittsburg
422	422	Davison	H. C. Frick Coke Co., Pittsburg
276	276	Durphy	H. C. Frick Coke Co., Pittsburg
212	212	Hecla No. 1	H. C. Frick Coke Co., Pittsburg
350	350	Hecla No. 2	H. C. Frick Coke Co., Pittsburg
400	400	Hecla No. 3	H. C. Frick Coke Co., Pittsburg
355	355	Hosetetter	Hosetetter-Clyde Coke Co., Pittsburg
250	250	Junata	H. C. Frick Coke Co., Pittsburg
206	206	Knox	H. C. Frick Coke Co., Pittsburg
493	493	Leisenring 1	H. C. Frick Coke Co., Pittsburg
502	502	Leisenring 2	H. C. Frick Coke Co., Pittsburg
102	102	Leisenring 3	H. C. Frick Coke Co., Pittsburg
404	404	Leitch	H. C. Frick Coke Co., Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co., Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co., Pittsburg
09	09	Lemont No. 3	H. C. Frick Coke Co., Pittsburg
400	400	Marguerite	H. C. Frick Coke Co., Pittsburg
135	135	Mutual	H. C. Frick Coke Co., Pittsburg
256	256	Oliphant	H. C. Frick Coke Co., Pittsburg
242	242	Oliver & Snyder Steel Co.	Pittsburg
440	440	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburg
400	400	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburg
400	400	Phillips	H. C. Frick Coke Co., Pittsburg
442	442	Redstone 1	H. C. Frick Coke Co., Pittsburg
443	443	Shoaf	H. C. Frick Coke Co., Pittsburg
425	425	Southwest 1	H. C. Frick Coke Co., Pittsburg
100	100	Southwest 2	H. C. Frick Coke Co., Pittsburg
201	201	Southwest 3	H. C. Frick Coke Co., Pittsburg
901	901	Standard	H. C. Frick Coke Co., Pittsburg
110	110	Semel-Solvar	Dunbar Furnace Co., Uniontown
45	45	Stewart	Stewart Iron Co., Pittsburg
464	464	Trotter	H. C. Frick Coke Co., Pittsburg
350	350	United	H. C. Frick Coke Co., Pittsburg
267	267	Valley	H. C. Frick Coke Co., Pittsburg
76	76	White	H. C. Frick Coke Co., Pittsburg
352	352	Whitney	Hosetetter-Clyde Coke Co., Pittsburg
500	500	Wynn	H. C. Frick Coke Co., Pittsburg
560	560	York	H. C. Frick Coke Co., Pittsburg
245	245	Youngstown	H. C. Frick Coke Co., Pittsburg

ESTABLISHED 1866 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON	EIGHT	KINGSTON
MOYER	PLANTS:	ENAMEL
VOLGANO		WILLIAM
LAYTON		COLUMBIA

CONNELLSVILLE, PA.

We Have Ready for Immediate Shipment

ON RUSH ORDERS.

5 cars 345-544 ft. mine ties
4 cars 425-544 ft. mine ties
2 cars 426-544 ft. mine ties
2 cars 527-544 ft. mine ties

POSTS OF ALL SIZES AND LENGTHS.

E. E. ELLENBERGER, Warriorsmark, Pa.

Bell Phone 17-17.

GAS COMPANY LOSES IN CONTENTION OF "NO JURISDICTION"

The Superior court of Pennsylvania has dismissed the contention of the Fayette County Gas company that the Public Service Commission has no jurisdiction in the matter of an increase in rates announced by the gas company some time ago and now in effect.

Some time ago when the Fayette County Gas company announced a raise in rates, the Trades & Labor council filed a protest with the Public Service Commission. The gas company claimed the commission had no jurisdiction over its action as the company was doing an interstate business and filed an appeal with the Superior court.

The effect of the decision is to put the matter back where it was when the fight against the rate increase was begun and opens the way for a belated investigation as to whether the rates were necessitated.

Swedish Coal of Poor Quality.

One or two coal mines have been opened up within the past few years in the Canton de Val de Switzerland to supply an urgent need for fuel, but the coal has been of extremely poor quality.

Horses

One of the best teams of horses for heavy hauling in Fayette county for sale. Inquire of

DR. S. D. WOODS, Connellsville, Pa.

Boyts, Porter & Co.

YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building,

Uniontown, Pa.

M. M. COCHRAN, President. W. KERRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

Youghiogheny Coal	Connellsville Coke
Steam Gas Coking	Furnace and Foundry
	Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections
N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

Hostetter-Connellsville Coke Co.

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburg, Penna.

BELL TELEPHONE, 620 GRANT.

Do You Need Job Printing?

We do all kinds of Job Printing at our office from the visiting card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

CANADA PREPARING TO UTILIZE ITS VAST LIGNITE DEPOSITS

Will Be Carbonized Into a Kind of Coke Then Briquetted.

IS EQUAL TO ANTHRACITE

Is the Claim of Discoverers of the Process, While the Product Will Command a Price of \$7 Per Ton at Retail; Large Plant to Be Built.

The order-in-council, just issued by the Canadian government, by which is created a lignite utilization board for the Dominion, is further evidence of the foresight with which Sir Robert Borden and his colleagues are providing for the needs of the country. For many years past, it has been one of the anomalies of Canadian economics that whilst the Dominion has fuel resources second only to those of the United States, the greatest coal-producing country in the world, it imports, and always has imported, about 50 per cent of its fuel. Most of this fuel is brought into the country over immense distances, unnecessarily absorbing labor and transport facilities urgently needed in other directions, and adding enormously to the cost of the fuel itself.

Long before the war, the absurdities of such a system were apparent to anyone who stopped to consider the matter, but the necessity for conservation in all directions imposed by the war has emphasized the need of a change, and has brought under the consideration of the authorities many schemes for the development of Canada's own fuel resources. Amongst the questions which have thus been forced to the front is the much discussed matter of the utilization of the Dominion's vast lignite deposits. In the original state these deposits can be used only when freshly mined, and, even then, the lignite as it comes from the mines is not suited to household purposes. By a process of carbonizing, however, the material may be converted into a kind of coke or charcoal, which is readily briquetted. When thus treated, the resultant product is a fuel equal in heating value to anthracite, with the additional advantage that it may be sold at \$7 a ton, and a just profit obtained from it at that price.

Some time ago, the committee appointed by the government to inquire into the matter reported that the art of producing these carbonized briquettes had passed the laboratory stage; that no further information could be obtained from laboratory methods and that the producer must face the question, often a very different one, of working out the results obtained in the laboratory on a large commercial scale, in other words putting theories to a practical test.

This is the great task which the Canadian government has now undertaken, and it is welcome to find that the matter is to be pushed forward with energy. The Province of Saskatchewan, the balancing point for the fuel from the East and the West, has been chosen as the scene for the initial enterprise. After full investigation has been made of all the machines and processes at present available, the board will construct, or contract for, a plant of commercial size adjacent to the great lignite mines of Southern Saskatchewan, and will, at the earliest possible moment, begin to distribute the output through the ordinary channels of trade.

The whole question is, of course, very much a matter for the expert, but it is not doubted, by those who have given the matter any study, that a great future lies before such an industry.

GIFTS TO EMPLOYEES

Of Railroads Is Trowed Upon by Director General McAdoo.

Director General of Railroads McAdoo objects to gifts to railroad employees in a circular issued a few days ago over his signature which says:

"A practice has grown up by which officers and employees of railroads have been given Christmas and other holiday presents by shippers, and by business houses who furnish supplies and materials to railroads.

"While in many instances these presents do not represent material value, yet the practice is essentially objectionable and it is the policy of the Railroad Administration that it should be discontinued entirely."

FRENCH FURNACES

And Other Industries Will Have to be Practically Re-Built.

Because of the systematic destruction of industrial plants of all kinds in the sections of France occupied by the German army it will be necessary to rebuild practically every blast furnace, steel mill and all manufacturing plants.

To provide for this reconstruction it is estimated that during the next two to four years France not only will need an amount of steel equivalent to her prewar capacity, but in addition, 5,000,000 to 8,000,000 tons a year for reconstruction. The later tonnage, it is expected, will be obtained from the United States and England.

GIRL REWARDED

For Saving Pennsylvania Train from Wreck at Mt. Braddock.

Miss Stella Vessel, who several weeks ago saved a Pennsylvania train at Mount Braddock by frantically waving men placing the train in the tracks a check for \$50 from the railroad company.

CARSON FILES A COUNTER ACTION AGAINST MARKELL

Dividends of \$74,000 Drawn from the Northern Connellsville Coke Co. In 1917, is Allegation.

The controversy between S. A. Carson of Greensburg and F. E. Markell of Connellsville, stockholders in several coal and coke concerns, took a new angle Friday when Carson filed a bill in equity in Uniontown asking for an accounting of the Northern Connellsville Coke company, in which he is a stockholder and which he claims Markell controls. In a previous suit Markell asked for an accounting and the appointment of a receiver for the Pennsylvania Fuel company in which each is interested, claiming that Carson and C. M. Hochstetler by their control drew exorbitant salaries and were seeking to ruin the credit of the concern.

Carson claims Markell during the year 1917 drew approximately \$74,000 in dividends from the Northern Connellsville Coke company and that corresponding amounts were paid to other stockholders of record. "Without any reason or shadow of right," the bill continues, "Markell has drawn from said corporation as salary the sum of \$500 per month which appropriation to himself in the guise of this exorbitant and unreasonable salary is an unlawful and unconscionable appropriation of the funds of the corporation to his use, and a fraud upon the corporation and the minority stockholders thereof."

Further charge is made by Carson that Markell during the past year has assumed control of the Northern Connellsville Coke company without reference to the board of directors.

Carson asks that Markell be required to account for all profits and accumulations of the company during the year 1917 and that Markell be ordered to repay to the corporation all money which has been drawn by him in salary since the first day of March, 1918.

The Northern Connellsville Coke company is capitalized at \$30,000 and has its general offices in Connellsville. The stock is divided into 300 shares, of which 273 are held by Markell, 25 by Carson and two by M. D. Flannigan.

J. T. LANDYMORE NEW GENERAL YARDMASTER AT DICKERSON RUN

Takes Place of C. E. Rinehard Named to Similar Position on McKeesport Division; Other Changes.

Several changes in officials of the Pittsburgh & Lake Erie railroad are announced in a notice posted at Dickerson Run.

H. H. Sproat, general yardmaster of the McKeesport division, which includes Glassport, has been made assistant yardmaster, with headquarters at McKeesport, succeeding Ernest Roberts, transferred. C. E. Rinehard, general yardmaster at Dickerson Run, succeeds Mr. Sproat, and J. T. Landymore, assistant general yardmaster at Dickerson Run, takes the place of Mr. Rinehard. Mr. Rinehard came to Dickerson Run eight months ago from Monaca, where he was general yardmaster, taking the place of J. F. Montgomery who returned to his old place, conductor.

At the scales offices at Dickerson Run J. L. Thomas, general agent, has retired, going with the same company at Youngstown, Ohio, and is succeeded by A. C. Brown, former chief clerk to Mr. Thomas. The new official is termed scales agent instead of general agent. William P. McManus becomes chief clerk. Several other changes result from the above are in prospect.

Mr. Thomas, the former agent, was with the company at Dickerson Run for 35 years, 30 years of this time as general agent. Prior to that time he was chief clerk to W. H. Thomas, who is now agent for the Pittsburgh & Lake Erie and Western Maryland in Connellsville. During 30 years of his residence at Dawson, Mr. Thomas had been treasurer of the Methodist Episcopal church. He has purchased a home at Youngstown. The new agent, Mr. Brown, has been with the company for 22 years. He formerly was employed on the Conduff and Oakland branch of the Baltimore & Ohio.

ROUNDHOUSE RUSHED

Large Force of Men at Work on Smithfield Structures.

Seventy men in the employ of Frayne Brothers & Haighley are at work on the construction of the Baltimore & Ohio roundhouse at Smithfield, says The Courier correspondent there.

Plans for the building have been changed. Instead of brick the superstructure will be of wood. Carpenters are now framing the timbers.

INDUSTRY RESUMES.

Scottsdale Tin Plate Plant Active After Six Weeks' Shutdown.

SCOTTSDALE, Dec. 2.—The Scottsdale plant of the American Sheet & Tin Plate company idle for several months on account of the cutting off of its supply of bar steel because of war restrictions, resumed operations today. Six mills are running. Employees distributed during the suspension among other plants of the company were recalled last week and everything is said to be going smoothly and as of old. Large shipments of bars were received last week.

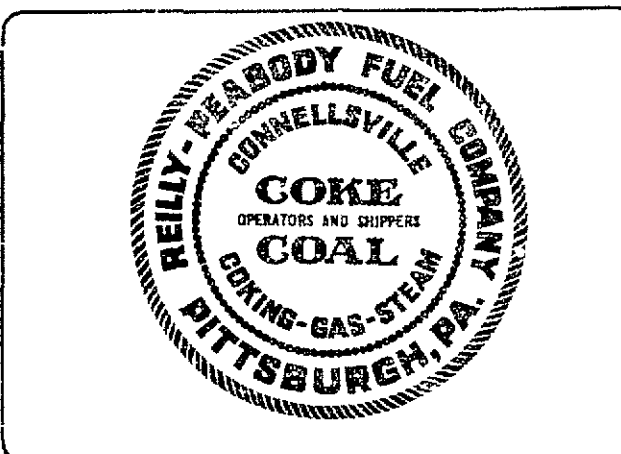
Orders are said to be on the books sufficient to insure steady operation for an indefinite period. The Scottsdale plant is classified among the export operations of the Steel Corporation. Its product goes chiefly to Japan and South American countries. With the lifting of export restrictions the outlook is bright, it is understood, for a long time.

Have You Coal Lump for Sale? If so, advertise it in The Weekly Courier.

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 30, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Weston-Payette Coke Co.	Greensburg
400	Alida	W. Harry Brown	Alto, Pa. Co.
232	Allison No. 1	W. J. Rainey	New York
200	Allison No. 2	W. J. Rainey	New York
142	American No. 1	Railly-Peabody Fuel Co.	Pittsburg
240	American No. 2	Railly-Peabody Fuel Co.	Pittsburg
40	Anica	The Wilkey & Weather Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
40	Bellefontaine	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
24	Burchinal	Clark Coal Co.	Smithfield
100	Canary	Canary Coke Co.	Uniontown
40	Champion	Champion Cville Coke Co.	Uniontown
120	Crystal	Heck Coal & Coke Co.	Pittsburg
20	Donbo	Hellman Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
140	Edna	Waltersburg Coke Co.	Uniontown
20	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finey	Jas. Byrne & Co.	Uniontown
80	Fretts	South Fayette Coke Co.	Uniontown
112	Garwood	Ashtabula-Connellsville Coke Co.	Connellsville
40	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Hicks Coal & Coke Co.	Pittsburg
200	Griffin No. 2	Hicks Coal & Coke Co.	Pittsburg
210	Herbert	Connellsville Central Coke Co.	Pittsburg
20	Hillside	Connellsville Central Coke Co.	Pittsburg
52	Hill Top	H. Connellsville Coke Co.	Connellsville
114	Hoover	James H. Hoover	McClintown
18	Hope	Hope Coke Co.	Uniontown
196	Houston-Semans C. & C. Co.	Houston-Semans C. & C. Co.	Uniontown
260	Isabella	Hicks Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Kastner	Union Connellsville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	Helen
20	Leon	Franklin Coke Co.	Mt. Pleasant
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gun	The Bixler Coal & Coke Co.	Pittsburg
102	Low Phos	Cville Central Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
132	Marion	Southern Cville Coke Co.	Uniontown
100	Marshall	Marshall Coke Co.	Uniontown
225	Mt. Hope	Mt. Hope Coke Co.	Uniontown
40	Murphy	Richard Coal & Coke Co.	Connellsville
100	Old Stone	Parshall Coal & Coke Co.	Uniontown
480	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
50	Perry	Perry Coke Co.	Pittsburg
72	Plummer	Plummer Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
240	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
26	Sapper	Railly-Culligan C. & C. Co.	Uniontown
275	Sebright	Taylor Coal & Coke Co.	Uniontown
240	Shawnee	Shawnee Coal & Coke Co.	Uniontown
210	Sterling	Consolidated Cville Coke Co.	Uniontown
50	Sunshine No. 2	McClintown C. & C. Co.	McClintown
400	Thompson	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
194	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Union	Byrne Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
75	Wineland	Hanning-Cville Coke Co.	Uniontown
60	Wineland 2	Hanning-Cville Coke Co.	Uniontown
36	Yokon	Whyte Coke Co.	Uniontown
5,826	5,821		
FURNACE OVENS.			
170	Atchison	Republic Iron & Steel Co.	Gans.
100	Bridgport	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Pittsburg
426	Bullington	H. C. Frick Coke Co.	Pittsburg
100	Calumet No. 1	H. C. Frick Coke Co.	Pittsburg
150	Calumet No. 2	H. C. Frick Coke Co.	Pittsburg
200	Calumet No. 3	H. C. Frick Coke Co.	Pittsburg
260	Dearth	H. C. Frick Coke Co.	Pittsburg
150	Edenboro	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Struthers Coal & Coke Co.	Fairbank
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKeesport Coal Co.	Lebanon, O.
200	Lafayette	Lafayette Coke Co.	Lebanon, O.
402	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Lackner	H. C. Frick Coke Co.	Pittsburg
244	Lebanon Iron	Lebanon Iron & Steel Co.	Yonkers, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
250	Reno	H. C. Frick Coke Co.	Pittsburg



ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

CHANGES AMONG B. & O. OFFICIALS IS NOW IN EFFECT

A. E. McVicker is Made Assistant Superintendent of Local Division.

TAKES PLACE OF STONE

Letter is Given Another Position But Announcement is Withheld for the Time; T. J. Ward Becomes Trainmaster; C. A. Cize Goes to Somerset.

Effective last Friday A. E. McVicker, who has been trainmaster here, will become assistant superintendent of the Connellsville division of the Baltimore & Ohio railroad. He succeeds C. M. Stone, who has been given another position, no announcement of which has yet been made.

The new assistant superintendent has been located here for about a year, coming from Somerset. He has been in the service of the railroad company for 15 years. He was first employed when 20 years old. He is well known on the division and is

popular among railroad men. T. J. Ward who has been safety agent of the railroad company, located here, has been made trainmaster of the main line between Connellsville and Cumberland. He succeeds McVicker. Before coming here as an agent of the safety welfare bureau, Mr. Ward was trainmaster at Akron, O. During the influenza epidemic he had charge of the emergency hospital here.

C. A. Cize, who has been master mechanic at the local shops, has been transferred to Somerset. He will be general foreman at that place.

F. W. Rhurak succeeds Mr. Cize as master mechanic in the Connellsville shops. At one time Mr. Rhurak was master mechanic on the Chicago division. He later left the railroad company and was master mechanic for the Youngstown Sheet & Tube company at Youngstown, O. He comes here as master mechanic from that plant.

As for the advancement of Mr. McVicker which takes effect today, the other changes were made as the first of the week.

The Highest Railroad.

A new railway route across the Andes from Chile to Bolivia scales to a height of between 14,000 and 15,000 feet and to insure the comfort of the travelers in this rarefied atmosphere the trains have been provided with oxygen chambers.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

J. F. THOMPSON, President.
J. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.
W. G. ROGIE, Sec'y and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:
Thompson No. 1 400 Ovens,
Thompson No. 2 400 Ovens,
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:
Pittsburgh & Lake Erie R. R.,
Baltimore & Ohio R. R.

PEYTERS OFFICE:
2102 First National Bank Building,
Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du FOY, President.

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHED ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

B. & O. VETERANS HAD ENJOYABLE GATHERING AT SMOKER LAST NIGHT

Music and Speech-Making Feature the Meeting of Members and Their Invited Guests.

The regular meeting and smoker of the Connellsville division of the Baltimore & Ohio Veterans' Association, held in the Odd Fellows' Temple last night, was one of the most enjoyable and largely attended gatherings since the organization was affected almost two years ago. Members of the Pittsburgh division and some business men of the city were present as invited guests.

President P. J. Harrigan had charge of the business session, during which seven new members were admitted and a committee on resolutions was appointed. The latter consisted of C. A. Richardson, George W. Sturmer and G. N. Orbin of Hazelwood, and David Randolph of Connellsville.

Secretary James Wardley presided during the entertainment session, introducing the several speakers of whom Mayor Duggan was the first. Addresses, interspersed by selections by the Baltimore & Ohio Band, were made by C. A. Richardson, Robert Norris, James S. Darr, Councilman M. E. Pryor, George W. Sturmer, G. N. Orbin and President Harrigan.

The committee on resolutions extended the congratulations of the association to Vice President Thompson of the Baltimore & Ohio Railroad company upon his appointment as regional director for the eastern jurisdiction under the Railroad Administration, and pledged him their loyal and faithful support. Report was made of the progress made in raising funds to liquidate the mortgage on the home of Mrs. Jennie C. Smith, the well known railroad avenger. The Connellsville division of the Veterans' Association has contributed over \$300 to this fund.

The association membership now numbers 8,000 but upwards of 5,000 employees of the company who are eligible through having served 20 years or longer have not yet become identified with the organization. An active effort is now being made to enroll them.

The next meeting of the Connellsville division, at which the wives of members will be present, will be held in February.

Furnace to be Enlarged.

The Carnegie Steel company's blast furnace No. 3 at Sharon, which was recently blown out, will be enlarged from 350 to 500 tons daily capacity.

Coal from Alaska.

The first shipment of Alaska coal to the United States is expected soon to take place from Alaska.

HEAVY CANCELLATIONS

Of Orders in France by the American Expeditionary Forces.

TOURS, France, Dec. 4.—Contract aggregating 1,000,000,000 have been cancelled by the American Expeditionary Forces since the signing of the armistice. In future, the American and French governments will pool their surplus stocks and will buy through a common purchasing agency. Forty thousand men engaged in the American supply service will be sent to advanced areas as replacement troops for the Army of Occupation. The Supply Department will continue its routine work as long as necessary.

Forty-three construction projects including a deep water dock for 21 ships; terminals, warehouses and railroads have been cancelled. Orders for 2,500 locomotives, 61,000 railroad cars and hundreds of cranes, tugs, barges and derricks have also been cancelled. The transport program has been reduced materially, while the Ordnance Department has been cut down by two-thirds. The reduction in the air service has not as yet been announced.

Plan New Power Plant.

Storage of electric power has been planned by the Virginia Electric & Power Co. to take preliminary steps toward the construction of a central power plant.

LIEUTENANT REID COMPLETES FLIGHT TO CONNELLSVILLE

Young Aviator Reaches His
Home After a Series of
Hindrances.

HAD A STRENUOUS TRIP

Flight Across Southern Pennsylvania
Interrupted Several Times By Mountain
Storms: Hundreds Witness His
Arrival in This City Yesterday.

After being delayed by strong winds in crossing the mountains, Lieutenant Kenneth Reid of this city, landed here Sunday morning. He flew here from Brindley Field, Long Island, landing nine times in order to get gasoline and on account of the high wind velocity. He is now at the home of his mother, Mrs. J. M. Reid of West Peach street. He will return to the flying field in New York on either Tuesday or Wednesday.

Lieutenant Reid was accompanied by Sergeant Tourangeau of Minneapolis, Minn., mechanic. Lieutenant Reid's machine attracted much attention on its arrival here Sunday morning. The roar of the motor could be plainly heard and on every street people gazed skyward watching the big plane. After circling the city several times the aviator brought the machine down on Beer's farm, east of the city. Throughout the day there was a steady stream of people going to the farm to get a close view of the plane.

The machine in which Lieutenant Reid made the trip is a Curtiss biplane, driven by a 90-horse power engine.

After landing on the Beer farm, which site he selected from the air, Lieutenant Reid was brought to the city in the automobile of J. L. Evans. In telling of his trip over the mountains, Lieutenant Reid said he had never been in such wild winds, experiencing much difficulty in getting over the tops of some of the mountains.

Leaving the Long Island field at 9:30 Wednesday morning he was forced to spend the night at Dover, having some slight engine trouble. After 40 minutes in the air Thursday morning he had to stop at Chambersburg, on account of a storm. Friday the high wind forced him to stop at Wells Tannery, near the northwestern boundary of Fulton county. There he had to tie the plane to the ground when he landed. Saturday he got as far as Rockwood where he was again forced to stop on account of the high wind. From that place he followed the Young river to this city. He made the trip from Rockwood in about half an hour.

JOSEPH A. YAHNER DIES

Well-known Scottsdale Man Stricken
While in Military Training.

Joseph A. Yahner, 24 years old, one of the best known young men of Scottsdale, died Tuesday at 2 A. M. of pneumonia. He was taken ill while in military training at Lehigh University at South Bethlehem and had been in the hospital at Allentown since November 25. His parents, Mr. and Mrs. V. W. Yahner, of Scottsdale, who were summoned to his bedside, returned home last Thursday, believing their son to be out of danger. J. Alex Yahner, who had been with his brother since his illness, remained. Later word was received by the family stating that the patient had suffered a relapse and Mr. Yahner left at once for the hospital. The body will be brought to Scottsdale, possibly tomorrow, after which time arrangements for the funeral will be made.

Mr. Yahner was born at Scottsdale and spent his life there. At the time he enlisted in military training he was employed in the engineering department of the H. C. Frick Coke company at Scottsdale, resigning his position to offer his service to his country. The deceased was a member of St. John the Baptist Roman Catholic church and of the Knights of Columbus of Scottsdale. In addition to his parents he is survived by the following brothers and sisters: Frank A. Yahner, of Uniontown, J. Alex Yahner, an employee of the H. C. Frick Coke company at Scottsdale; Valrie Yahner, attached to the Signal Corps, stationed at Fort Wood, New York; Mrs. J. A. Conway, of Scottsdale; Mrs. Margaret Yahner, of Dorby, Pa.; Gertrude, Eleanor and Mildred Yahner, all at home.

DECEMBER COURT OPENS

Only Grand Jury in Session. Remainder of Term Being Continued.

With the smallest attendance in the history of court, due to the influenza epidemic, the regular December court convened Monday morning with only a grand jury meeting; the criminal court being postponed until March on account of the war chest drive in Fayette county.

Judge F. H. Reppert in making an address advised not only the grand jury but the constables as well to get in touch with their local solicitors for the war chest drive and assist them in every way possible towards the success of the drive. The grand jury will have only 1-5 bills of indictment, which is unusually small, to investigate. William H. Bums of Fayette City was appointed foreman of the grand jury by Judge Reppert.

Mrs. Fairbanks Gets Divorce.
Mrs. Beth S. Fairbanks on Saturday won an interlocutory decree of divorce from Douglas Fairbanks, moving picture actor, in the supreme court at New Rochelle, N. Y. She was awarded the custody of their son Douglas Fairbanks, Jr., eight years old.

Advertise in The Weekly Courier.

CORP. HORNE, HERO OF CHATEAU-THIERRY PAYS A VISIT HERE

Grandson of Mrs. J. R. Stillwagon
Does Not Know of Death of Brother
Until After Landing.

Corporal Edward Horne of Knoxville, Pittsburg, who was wounded in the battle of Chateau-Thierry while serving with Company C, 11th Infantry, is in Connelville visiting his grandmother, Mrs. J. Emmett Stillwagon of Fairview avenue, and other relatives while away from the General Army hospital in New Jersey on a 30-day furlough. Corporal Horne was treated for a badly shattered foot, struck by a Hun machine gun slug. The entire nerve center of the foot was shot away and for many days the brave young soldier lay waiting for the doctors to decide if he was to lose his foot or if they could save it. Corporal Horne will return at the end of his furlough to again undergo treatments for his wounded foot. He wears his foot in a plaster cast.

Early during the war Edward Horne, aged 24, and his brother, Raymond Horne, 20, enlisted with the Jorres from Pennsylvania. The brothers were together constantly until the battle of Chateau-Thierry when they were both badly wounded. Raymond had his right leg shot away. Both boys were sent back to the hospitals but to different stations. Raymond died of his wound but Edward did not know of his brother's death until he landed in America a few weeks ago.

It is possible that Edward's wound may in time be grafted into the foot of a new set of nerves, and he will again have the use of the injured member, but the doctors do not over encourage him.

ALBERT COTTON DIES

Was Former Dawson Teacher and
Veteran of Civil War.

A telegram received by Dr. J. R. Cotton of Dawson announced the death Sunday at Chillicothe, Iowa, of his half-brother, Albert Cotton, a former resident of Dawson who left the community about 30 years ago and has since been living in the West.

Albert Cotton was born near Dawson, February 25, 1846. At the age of 15 he enlisted in the Union army. He was captured and imprisoned at New Creek prison at Richmond. On his release he re-entered the service as a member of the First West Virginia Light Artillery.

Following the war Mr. Cotton taught school at Dawson. After going west he was engaged in truck gardening. Of late years he had been retired, living on his pension. He was three times married. His third wife, a westerner, is living. There are a number of children. R. J. Cotton of Atchison, Payette county, is a half-brother, and A. C. Cotton, of Connelville, Ohio, a full brother. Mr. Cotton was the eldest son of the late William Cotton of Dawson.

Dies of Influenza.

George Kupria, 18 years old, of Uniontown, died Friday night in the Uniontown hospital of influenza suffered when he was run down near New Salem by a automobile or a motorcycle.

The Grim Reaper

MRS. THOMAS STRAUCH.
Following a week's illness of influenza, Mrs. Meryl Strauch, 32 years old, wife of Thos. Strauch, died Sunday at her home at Vanderhill. The deceased was born at Broad Ford, a daughter of Mr. and Mrs. Wesley Goe, and had spent the greater part of her life at Vanderhill. She was an international Bible student and was widely and favorably known in and about Vanderhill. In addition to her husband she is survived by four children, Orin, Wesley, Albert and Thomas. Mrs. Strauch, all at home, her parents, Mr. and Mrs. Wesley Goe, of Vanderhill; two brothers, Clayton Goe, at home; Glen Goe, of Youngstown, O., and one sister, Mrs. Harry Goodwin, of Vanderhill.

MRS. AGNES MORRIS.
The funeral services for Mrs. Agnes Morris, wife of George B. Morris, who died last Monday night, were held from her late home near Ohioville, Wednesday afternoon. Rev. Williams, pastor of the Lutheran church of Uniontown, conducted the services. The pallbearers were Robert and Owen Rehl, brothers of the deceased; Harry Morris, Walter McFarland, Henry Seif and Norman Hall. Interment was made in the Lutheran cemetery at Chalk Hill.

HOWARD HYATT.
Howard Hyatt died of pneumonia at his home at Star Junction Tuesday, November 26, aged 30 years one month and 26 days. He was well and favorably known throughout the vicinity of Star Junction, having resided there for several years. The deceased was a member of the Methodist Episcopal church and the Brotherhood of Railroad Trainmen. He is survived by his widowed mother, Mrs. Amanda Hyatt, two brothers, Norman Hyatt, of Scottsdale, and Albert Hyatt, of Vestaburg, and three sisters, Mrs. Ella Gerhart, of Somerset; Mrs. Martha Nickelson, of Confluence, and Mrs. Blanche Gearling, of Uniontown.

MISS MARGUERITE WHITELY.
Miss Marguerite Whitley, 49 years old, died Sunday afternoon at the home of her sister, Mrs. James Nycum, in Uniontown, of pneumonia.

MISS EDITH MORGAN.
Miss Edith Morgan, 30 years old, died Saturday at her home at New Salem of pneumonia. For some time past Mrs. Morgan had been an operator for the Bell Telephone company at New Salem. She was born in Wales and at the age of six years she came

Coal Freight Rates EFFECTIVE JULY 1, 1918.

TO EASTERN PORTS.		ORIGINATING DISTRICT.	
Rate per Gross Ton of 2,240 lbs.		Westmoreland	
Baltimore, Md.	\$2.60	Pittsburg	\$2.60
Chester, Pa.	2.70	Fairmont	2.70
Harrisburg, Pa.	2.20	Greensburg	2.20
Johnstown, Pa.	1.30	Lafayette	1.30
Lebanon, Pa.	2.50	Lawrence	2.50
New York, N. Y. (27th St.)	2.50	Lawrence	2.50
New York, N. Y. (Bklyn.)	2.50	Lawrence	2.50
Philadelphia	2.00	Lawrence	2.00
Sparrows Point	2.80	Lawrence	2.80
Stanton, Pa.	2.20	Lawrence	2.20
South Bethlehem, Pa.	2.70	Lawrence	2.70
Syracuse, N. Y.	2.70	Lawrence	2.70

TO ATLANTIC PORTS VIA R.R.
Greensburg, local charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff named the rate in question.

TO WESTERN PORTS.		ORIGINATING DISTRICT.	
Rate per Net Ton of 2,000 lbs.		Upper	
(1)		(2)	
Canton, O.	\$1.40	Greensburg	\$1.40
Chicago, Ill.	1.50	Lawrence	1.50
Cleveland, O.	1.50	Lawrence	1.50
Columbus, O.	1.50	Lawrence	1.50
Detroit, Mich.	1.50	Lawrence	1.50
Indianapolis, Ind.	1.50	Lawrence	1.50
Toledo, O.	1.50	Lawrence	1.50
Youngstown, O.	1.50	Lawrence	1.50
Lake Erie	1.50	Lawrence	1.50

These rates apply in a general way to shipments from the territory described. There are, however, numerous exceptions to the specific rates quoted and in each case before applying the rate to a load for freight charges the shipper or consignee should determine the exact location of the mine from which the business will move, then refer to the tariff named the rate in question.

The Pittsburgh District includes points as far as Lawrence and south on the Southwest Branch of the Pennsylvania railroad south of Roofsade from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont District includes points on the Baltimore & Ohio railroad, and points on the Pennsylvania railroad south of Roofsade from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Connelville District includes points on the Southwest Branch of the Pennsylvania railroad south of Roofsade from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

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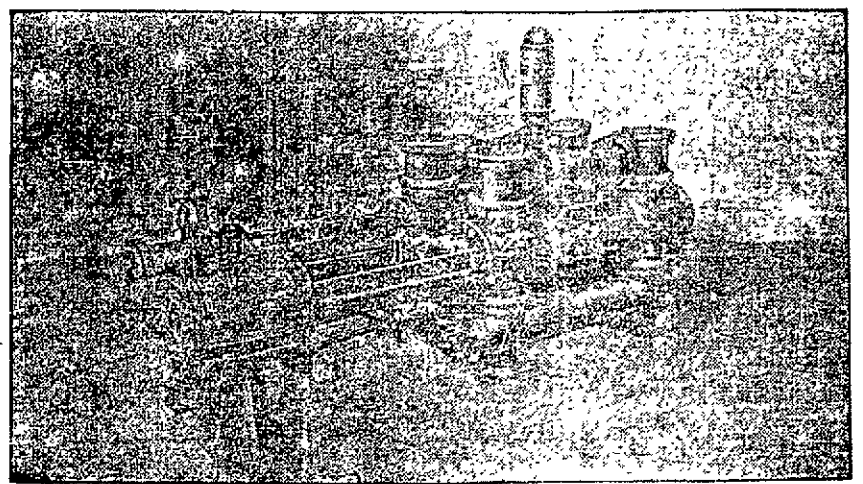
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The Connelville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designers, Covering a full line of
Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

Pumps
Engines
Fans
Air Compressors
Steel Hoisting Cages

STEAM, COMPRESSED AIR OR ELECTRIC.
SINGLE, DUPLEX OR TRIPLEX PATTERNS.
WOOD LINED, BRONZE OR CAST IRON FITTED.
FOR MINE, TANK OR MILL SERVICE.

HOISTING, HAULING OR STATIONARY.
FIRST MOTION OR GEARED.

HEAVY STEEL PLATE CONSTRUCTION FOR HIGH
DUTY SERVICE.

BLOWING, LAUNCH OR REVERSING.
DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE
OR CORLISS ENGINES.

SINGLE OR DUPLEX PATTERNS.
SINGLE OR COMPOUND.

PLATFORM AND SELF DUMPING.
LARRIES, SCREENS, CHUTES, BULL WHEELS, HEAVY
GEARS AND SPECIAL MACHINERY.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.

We are also prepared to accurately duplicate promptly any part of any of our machines.

Your inquiries will receive prompt and satisfactory attention.

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is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

Address, The Courier Company Connelville, Pa.

Homer L. Burchinal

CIVIL and MINING ENGINEERING
625 and 627 1st National Bank Bldg., Uniontown, Pa.
SPECIALTIES—Construction of Coal and Coke Plants; Development of and Reports on Coal Properties; Continuous Blue Print Machine Used in Electric Printing Department.

Engineer for 40 years. A and C grade companies in Pennsylvania and West Virginia.

Roll Phone 395. Tri-State Phone 953.

The W. G. Wilkins Co.

CIVIL and MINING ENGINEERS.
Rooms 902 to 918 Westinghouse Building, Pittsburg, Pa.
SPECIALTIES—COAL and COKE PLANTS
The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens
Hecla Coke Company, Plants 2 and 3, 400	U. S. Coal & Coke Co., Plants 1, 2 and 3, 950
Oliver & Snyder Steel Co., Plants 1, 2 and 3, 1,098	Cascade Coal & Coke Co., Tyler and Sykesville Wks., 600
Austin Coal & Coke Co., Plants 2 and 3, 424	H. C. Frick Coke Co., Yorktown, Shofar and Bitter, 1,000
Colorado Coke Company, Smelt, 167	Struthers Coal & Coke Co., Fairbank Works, 160

Fayette Engineering Company

Civil, Mining and Consulting Engineers.
Mine and land surveys, Plans, estimates and Superintendence of construction of complete coal and coke plants, railroads, water works, city plants and sewerage, etc. Examination and reports on coal lands and mining properties. Valuations.

SPECIALTIES: COAL and COKE PLANTS.
ELECTRIC BLUE PRINT DEPARTMENT.
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UNIONTOWN, PA.